



# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,495 號伍十玖百肆千叁萬壹第 日捌十式月肆年柒十二緒光

HONGKONG, FRIDAY, JUNE 14TH, 1901.

伍肆禮 號肆十月陸季壹零九千壹冬港存

PRICE, \$2½ PER MONTH

**WATSON'S  
"B"  
SUPERIOR VERY OLD  
COGNAC  
BRANDY.  
A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.**

**CUTLER PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.**

**JOHN WALKER & SONS  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
Fine OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.  
is obtainable in Hongkong of their Agents.  
SIEMSEN & CO.  
Hongkong, 1st January, 1901.**

**CUTLER, PALMER  
& CO.'S  
PRICE \$10.75 PER DOZEN  
NET**

**"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong.**

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9 p.m. 9.45 p.m., very 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS on Week Days.  
SATURDAYS.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 35 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

**VICTORIA  
CYCLE  
EMPORIUM.**

**THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.**

**MCKIRDY & CO.,  
43 & 43A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.**

**GREEN ISLAND CEMENT COMPANY.**

**PORTLAND CEMENT.  
\$5.50 per Cask of 375 lbs. net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TÖMÉS & CO.,  
General Managers.  
Hongkong, 1st June, 1901.**

**GOLD STORAGE.**

**THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable provisions for Gold Storage at EAST POINT at Moderate Rates.**

**W.M. PARLANE,  
Manager.  
Hongkong, 17th February, 1899.**

**PHOTOGRAPHIC PLATES, PAPERS  
AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.**

## AQUARIUS.

### SPARKLING MINERAL TABLE WATER.

**Is made from Pure Treble-Distilled Water, which fact renders it impossible for it to contain any impurities of any nature whatsoever, and it has the additional advantage of mixing freely with WINE and SPIRITS without in any way destroying their character.**

**SOLE AGENTS—**

**CALDBECK, MACGREGOR & CO.  
15, Queen's Road, WINE AND SPIRIT MERCHANTS.**

**THE VICTORIA DISPENSARY  
HONG KONG.**

### AERATED WATERS.

**SIMPLE AERATED WATER.**

**LEMONADE.**

**SARSAPARILLA.**

**TONIC WATER.**

**SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.**

### SPECIALTIES

**AYALA CHAMPAGNE, EXTRA QUALITY.**

**This is one of the most Popular Brands in London. Supplied to ALL the principal Clubs and Hotels.**

**PRICE. 2 Doz. Pints. 1 Doz. Quarts.**

**PRICE. \$42.00 \$40.00**

**ROUSSILLON CHAMPAGNE, RESERVE CUVEE.**

**The Favourite Brand in NAVAL and MILITARY Messes.**

**PRICE. 2 Doz. Pints. 1 Doz. Quarts.**

**PRICE. \$36.00 \$35.00**

**Special Rates to Messes.**

**"DRY ROYAL" SAUMUR.**

**A most delicious Sparkling wine and extremely moderate in price.**

**PRICE. 2 Doz. Pints. 1 Doz. Quarts.**

**PRICE. \$23.00 \$21.00**

**BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS**

**This splendid and well-known Whisky has one of the Largest Sales in England and the Colonies. It is wonderfully MELLOW and WELL MATURED.**

**PRICE. Per Doz. \$15.00. Special Rates to the Trade.**

**SOLE AGENTS for above—LANE, CRAWFORD & CO.**

**CUTLER, PALMER & CO.**

**ESTABLISHED IN LONDON IN 1815.**

**SHIPERS TO CHINA FOR 75 YEARS.**

**Their Brands are favourably known all over the World.**

**The following are some of their Stocks with the undersigned—**

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

**\$22.50 PER DOZ.**

**Distinguished by 4 Stars on the label.**

**ANOTHER FINE COGNAC, \$16.75 per doz.**

**Less old than the above.**

**THE ELITE OF WHISKY.—**

**THE "PALL MALL,"**

**\$20 PER DOZ.**

**11 Years old; the finest quality shipped.**

**Each bottle bears an Analyst's certificate.**

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

**\$10.75 PER DOZ.**

**Very soft, palatable, and mature.**

**EVERYBODY SHOULD TRY THESE ITEMS.**

**THEY ARE UNEQUALLED AT THE PRICE**

**AGENTS—SIEMSEN & CO., HONGKONG.**

### AERATED WATERS.

**WATKINS'**

**CROWN BRAND**

**UNSUBMISSABLE FOR PURITY AND**

**FLAVOUR.**

**SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.**

**WATKINS, LIMITED.**

**GENUINE**

**1865**

**BRANDY.**

**\$42.00 PER DOZ.**

**H. PRICE & CO.**

**12, QUEEN'S ROAD.**

**INTIMATION.**

**GOLD MEDAL PARIS 1878 1889.**

**of Highest Quality**

**and having Greatest Durability are therefore CHEAPEST.**

**The Only Award Chicago, 1893**

**NUMBERS FOR USE BY BANKERS.**

**Barrel Pens, 225, 228, 262**

**Slip Pens, 332, 366, 387, 100,**

**404, 7,000.**

**In Fine, Medium, and Broad Points.**

**THE NEW TURNED-UP POINT.**

**HOTELS.**

**HONGKONG HOTEL**

**A First Class Hotel in every respect**

**Elegantly Furnished Reading, Music, and Smoking Rooms.**

**Dining Accommodation for 250 persons.**

**Hydraulic Elevators to every floor.**

**Cuisine of the best.**

**Hot and Cold Water throughout.**

**Wines and Groceries imported specially from Europe and America.**

**Electric Lighting in the Billiard Rooms.**

**Wines, &c., cooled by Refrigerator.**

**All Hotel Linen washed on the premises by Machinery.**

**Bedroom Accommodation—132 rooms.**

**Fire Extinguishing Mains on every floor**

**CHARGES MODERATE.**

**50**

**THE PEAK HOTEL.**

**City Office: 7, Duddell Street.**

**HOTEL CRAIGIEBURN.**

**PLUNKET'S GAP, The PEAK, near the Train Terminus.**

**Tel. 56.**

**For Terms, apply to the MANAGER.**

**Hongkong, 2nd July, 1900.**

**53**

**THE WAVERLEY HOTEL.**

**ICE HOUSE STREET, HONGKONG.**

**A**

**FIRST-CLASS PRIVATE HOTEL.**

**Handsome Furnished and Exceedingly Spacious Rooms.**

**Very MODERATE TERMS to FAMILIES by the DAY or MONTH.**

**51**

**THE CONNAUGHT HOTEL**

**FIRST CLASS HOTEL of 45 Bed-**

**rooms, elegantly furnished.**

**The Hotel is situated near all the Banks and Principal Offices in the Colony.**

**Special Attention paid to the Comfort of Guests.**

**Cuisine excellent; under Experienced Management.**

**Terms Moderate.**

**A. FONSECA,<**

## INTIMATION.

A. S. WATSON &amp; CO.,

LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS  
OF  
AERATED WATERS  
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.  
LIMITED,THE HONGKONG DISPENSARY,  
HONGKONG.

Hongkong, 31st May, 1901.

DEATH.

On the 12th June, at the Government Civil Hospital, WILLIAM HENRY MILLS, son of John and Henrietta Mills, aged 4 months. [1500]

**The Daily Press.**  
HONGKONG OFFICE: 14, DES VIEUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th June, 1901

The announcement that the Governor-General of Indo-China "has formed a company with a capital of seventy million francs to construct and exploit a railway into Yunnan," telegraphed by Reuter, would, were the enterprise any other than French, excite in most minds a lively satisfaction. It is true that Yunnan is a very malarious country, that it is the most mountainous, difficult, and inaccessible of the Chinese provinces, and that it is scarcely populated, the entire population being estimated at less than twelve millions in an area of 107,969 square miles. But none the less is it rich in minerals, the copper mines having for centuries mainly supplied the wants of the Celestial Empire, while the salt deposits are also of great value. Gold and silver are likewise known to exist, and jade stone is found in some districts. The soil is adapted to the cultivation of the poppy, and a large quantity of opium is annually exported from the province. The famous Puerh tea is grown in the district known by that name, and there are other valuable products, which are capable of extensive development, were markets for them made accessible. There is no reason why France should not cherish, as a legitimate ambition, the desire and project to tap this province, and bring to its border a market for its varied products. Were this the aim of the French Government, we should heartily wish them all success; but when we have good reason to believe that the main idea in forming the company above referred to is not to open up trade and develop the resources of the country, but to spread French influence, enlarge the area of French colonies, and divert to French monopolists the trade and public works of another great country, then we find it difficult to accord our sympathy to French enterprise in this direction. Unfortunately the French politicians and writers suffer acutely from earth-hunger, and to appease this malady they are everlastingly seeking to discover fresh countries, not for absorption, but merely for annexation. Meantime the French people keep their thrifitily saved money in the stocking, or

cautiously invest it in Rentes or in real estate. Now and again, it is true, they get bitten by some wild-cat scheme like the Panama Canal project, which absorbed so many millions of hard-earned money, but as a rule French investors look askance at enterprises in distant countries, even if carried on under the aegis of the French Republic. Nor do Frenchmen seek these new countries either for purposes of trade or settlement. With the exception of a very few merchants, a few mercifully adventurous, and some others who leave their country for their country's good, the only Frenchmen who go out to French Colonies are the little army of badly paid officials, and the naval and military forces detailed for their protection. To be quite just and fair, the officials proceed to do their work pretty thoroughly; good roads, bridges, and other works are undertaken and carried out with reasonable expedition, while surveys are made with a view to ascertaining the natural products and the capabilities of the soil. Nor is this all. In most French Colonies nurseries and gardens are formed and trials made of the cultivation of various products, to demonstrate to planters of what the soil is capable. In this matter, at any rate, our French friends are an example to the British authorities. Where they fail most egregiously is in the proper encouragement of trade. Not only do they strangle commerce in its infancy by the imposition of high protective duties; they do not even do the best they might with their own opportunities. French capital, one would imagine, encouraged by the tariff-wall erected for its benefit, would readily enter such an arena and secure the field prepared for it. Such, however, is not the fact. Under the baleful shadow of protection, trade slowly languishes, and ports like Saigon and Haiphong, which should be great centres of trade and busy ports, are in reality stagnant cities maintained almost entirely by the Chinese demand for rice, of which, notwithstanding French protection, there is still a large export. France is a manufacturing country and has great facilities, with her scientific inventors and skilful craftsmen, for turning out both good and cheap manufactures. Yet her colonies do not materially increase in spite of the protection accorded to them. The illiberal fiscal policy of the French Government naturally causes other countries to look with intense disfavour upon any efforts to create new Gallic preserves where their goods will be barred out by a prohibitory tariff. No Power therefore would like to see France established in the position of a protectorate over Yunnan. England, Germany, the United States, and Japan only desire for themselves and others a fair field and no favour; they are perfectly willing that French goods should find their way into Yunnan on equal terms with their products. This, however, is not what France seeks: she desires a monopoly of the market for her manufactures, and, like Russia, wants no rival in the field. What has happened in Indo-China would be repeated in Yunnan if French officials had their way. The projected railway to Yunnan, like the Russian line through Manchuria to Port Arthur, is intended as the first link in the chain by which it is hoped to enlarge the boundaries of Indo-China and build up an Empire rivalling India in its extent, if not wealth. Having lost India, France is ever looking to Indo-China to form the base of a new eastern empire which may compensate her for that loss. When, however, her traders cling so steadfastly to the soil of la belle France and her rulers continue to hug their policy of protection, French enterprise abroad is never likely to flourish; while her methods can only arouse distrust or excite opposition.

Next week the Army Inspector starts on his half-yearly inspection of the Garrison Schools, and will make a visit to all the schools during the course of the week.

A fire broke out on the top floor of 31, Peel Street, yesterday, at about 1 o'clock. The whole of the roof fell in, but the damage was estimated at being not more than \$200. The cause of the outbreak is unknown.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

John Hastings ..... \$25  
B. & C. ..... 5

President McKinley expressed himself as much touched at Los Angeles on the 9th ult. by the little sentiment "God bless our President" over a float filled with Chinese children. "It was very beautiful," he said. The Chinese of Los Angeles made a very handsome gift to the President and Mrs. McKinley.

The Bangkok Times says—The satisfaction felt at the announcement that a Judge is to be appointed to the British Court in Bangkok, has already been dissipated by the further intelligence that the office of H.B.M. Consul is to be done away with. We understand that the Consul's salary will be appropriated for the Judge without any increase. It sounds like a joke on the part of the Foreign Office—a joke, perhaps, with a purpose.

It is proposed in Bangkok to form a Royal Siamese Jockey Club.

Tonkin papers report the first instance of the operation of "M. de Saigon"—in other words, the headman—in Tonkin. The occasion was the execution of two Annamites for the murder of their European master.

The Malay Peninsula Sugar Industry Association held its inaugural meeting at Penang on the 3rd inst. The Hon. J. B. M. Vermont, C.M.G., was elected President, and Mr. J. Turner Vice-President.

According to an Allahabad telegram, nothing is definitely known as to whether Bishop Wedon will or will not return to India, but he is at present busily engaged in completing the endowment for the Central Province Bishopric.

The Perak Pioneer thinks it inexplicable that in filling the appointment of Chief of the Railways in the Federated States, Messrs. Watkins and Hanson, the respective Resident Railway Engineers for Selangor and Perak, should have been passed over in favour of the Civil Engineer, who was State Engineer in Selangor.

The Allahabad Pioneer, speaking of the new Frontier Province, says the main points have practically been settled now, and the Government of India should be able this month to address the Secretary of State regarding the final proposals. When these have been considered and digested at home, formal sanction to the formation of the administration will be forthcoming.

The San Francisco papers report that the attorneys for Mrs. Sarah Guyon in her suit for damages against the Pacific Mail Steamship Company for the loss of her husband in the wreck of the Rio de Janeiro, have suspended twelve Chinese members of the crew to testify before United States Commissioner Morse. Commissioner Morse is engaged in taking testimony to ascertain the value of the Rio de Janeiro in the matter of the petition of the Pacific Mail Steamship Company to limit its liability in the suit mentioned.

In November, the Bibby Line will begin a regular fortnightly service between Rangoon, Colombo, Marseilles and Liverpool. The Bibby Line began its services to Rangoon in 1891 as a monthly one. Three years later the service became a three-weekly one. When the line was first started, most persons in Rangoon, and all Liverpool shipowners, except the Bibby, thought the vessels much too large for Rangoon; yet their size has gone on increasing, and in April next the Warwickshire, one of the largest Eastern carriers, will be on the Liverpool-Rangoon run.

A despatch to the New York Sun from Colorado Springs last month related how "one of the little ostriches at the farm in Manitou swallowed a diamond valued at \$650. Joseph Becker of Colorado Springs was visiting the farm and wore the diamond in his shirt-bosom. The baby ostrich went through his pockets in search of something to eat, and the stud attracting its attention suddenly disappeared into the bird's gullet. Two physicians were called and powerful emetics were administered, but without any apparent effect upon the stomach, of the ostrich."

The San Francisco Call, emphasising its remark with an appalling portrait of the gentleman, announces that Mr. John Barrett, former U.S. Minister to Siam, will succeed Mr. E. H. Conger as U.S. Minister to Peking. Our contemporary says—"Mr. Barrett is now engaged in the work of enlisting the leading men and the commercial bodies of the Pacific Coast in his behalf as a candidate for the Chinese appointment. He has interviewed the members of the California Congressional delegation and the trustees and directors of leading commercial bodies, and has secured endorsements tending to show that he is favoured by the Pacific Coast people. It being understood that President McKinley considers such evidence of favour an indispensable prerequisite to the appointment, the President being of opinion that the wishes of the coast should be the leading factor in determining the matter." Of course, we need not add that Mr. Barrett disclaims making any efforts at San Francisco to be Minister to Peking. The situation will strike those who do not belong to the party of freedom as rather amusing.

The Times of the 13th ult., commenting on the remarks of its Tientsin correspondent with regard to the disappearance of the Railway Co.'s title-deeds at Tientsin, says—Missing papers might, of course, to some extent be replaced for the purposes of litigation by oral evidence, and it is not the least suspicious circumstance in the case that the Russians are said to be now putting pressure upon those best qualified to give such evidence. The degree to which that pressure may prove to be successful very largely depends upon the firmness now shown by the British Government. If the Chinese landowners, from whom the company bought, are led to believe that Russia will have her way in the end, they will be afraid to come forward and testify to the facts. If our Government allow the Russians to break the agreement they have made with us and to exercise palpable acts of ownership over the lands in dispute, while the railway company are restrained from exercising such acts, the natives will draw their own inferences, in spite of any number of official intimations from the Foreign Office, however formal. They will come to the conclusion that the Russians are strong and that the English are weak, and they will hasten to curry favour by all means with the strong. If by our remissness we encourage them in this belief, the injury we shall suffer will not be confined either to the railway or to Tientsin, or even to China. It will extend over all the East.

The Bangkok Times says—The satisfaction felt at the announcement that a Judge is to be appointed to the British Court in Bangkok, has already been dissipated by the further intelligence that the office of H.B.M. Consul is to be done away with. We understand that the Consul's salary will be appropriated for the Judge without any increase. It sounds like a joke on the part of the Foreign Office—a joke, perhaps, with a purpose.

I am glad that the Chinese have now men quite capable of looking after their interests. The instances quoted in my last have, I believe, been laid before the proper quarter, and "Common Sense" (or more fitly "Nonsense") need not bother himself any further. Yours, etc.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 13th June, 7.38 p.m.

## PENALTY FOR ANTI-FOREIGN RIOTS.

An Imperial Decree suspends all military and civil examinations for five years in all places where anti-foreign riots have occurred.

## THE WAR IN SOUTH AFRICA.

LONDON, 12th June, 8.5 p.m.

## THE BOER CONCESSIONS—COMMITTEE'S RECOMMENDATIONS.

The Transvaal Concessions Committee recommend the cancellation of the Netherlands railway concession granted by the former Transvaal Republic. They also recommend that the Government should decline to recognise the dynamite concession, because this monopoly was secured by

## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Sanitary Board was held at the Board Room. The President (Hon. W. Chatham, Acting Director of Public Works) occupied the chair, and there were also present the Vice-President (Hon. F. H. May, C.M.G., Captain Superintendent of Police), Dr. Bell (Acting Principal Civil Medical Officer), Lieut.-Col. Hughes, R.A.M.C., Mr. A. Brown (Registrar General), Mr. E. Osborne, Dr. Clark (Medical Officer of Health), Mr. Chan A. Fook, Mr. Fung Wa Chuen, and Mr. G. A. Woodcock (Secretary).

HEALTHY CHINESE HOUSES.

The following letter, with plans attached, was submitted from Mr. Fung Wa Chuen relative to the minute of H.E. the Governor regarding the erection of properly-lighted and ventilated Chinese houses:

"Sir—I have the honour to report, for the information of the members of the Board, that I have consulted the leading Chinese of the colony about the plan of new houses suggested by H.E. the Governor. After due consideration, they are of opinion that although the proposed houses will be far better lighted and ventilated than those at present in existence, they can still be improved. They therefore recommend that the scheme of semi-detached houses be adopted instead, as the erection of blocks of two houses, 15 feet by 50 feet each, within a 15 feet lane between each pair of houses and at the back, permits of light and ventilation getting to the houses from three sides, and also allows the lanes to be publicly scavenged. I beg to enclose a rough sketch which I have made of the houses in question."

The following minutes were appended:

Mr. Fung Wa Chuen—"Every two houses means an additional area of 250 square feet."

Mr. Osborne—"Mr. Fung Wa Chuen's plan is the only really effective solution of the difficulty, but it would be very costly."

Dr. Clark—"The Government should provide the side lanes and the owner the back lane."

Hon. F. H. May—"I am afraid the cost puts

the plan out of the question."

The papers were laid on the table.

THE LAYING OUT OF NEW DISTRICTS.

At a meeting of the Board on the 30th ult., it was unanimously decided to ask H.E. the Governor to direct that before any district was laid out for building purposes the plan showing the proposed laying out should be submitted to the Board.

The resolution was forwarded to the Government, and a reply has been received in which the Governor suggests that the following resolution should be adopted by the Board:

"That H.E. the Governor be pleased to direct that, when any district has been laid out on a plan with a view to the sale of the land for building purposes, the plan be submitted to the Board for its consideration."

Dr. Clark saw nothing to object to in the plan except its cost.

Mr. BREWEN—"Then the case is simply the side lanes and the owner the back lane."

Mr. BREWEN—"The Government is not going to make so much profit out of a square foot of land as formerly?"

Mr. MAY—"Yes."

The PRESIDENT pointed out that the plan, as it stood, did not conform to the existing Ordinance, which would have to be amended to meet it.

After discussion, Mr. OSBORNE asked—What are we to do?

Dr. BELL—"We must either adopt it or not adopt it."

Mr. MAY—"I more we ask the Government what the specific proposal is—whether these building regulations should apply to land hereafter sold by the Crown, or whether they are also intended to apply to land already sold for the re-erection of houses."

Mr. OSBORNE—"The Governor has sent down that plan and asked our opinion of it."

Dr. CLARK asked if the Chinese had any objections to the plan.

Mr. FUNG WA CHUEN said there were two objections—the first that the inmates of one cubicicle could see into the next cubicicle, and the second that if people on any of the upper floors threw rubbish into the street, no one could say where it came from, and the blame was generally fixed on the tenants of the ground floor.

SOUTH AFRICA.

Lord Kitchener, replying to an enquiry from Mr. Brodrick, curiously denies the reported surprises of Bayes' commando near Warmabaths, but leaves the matter unexplained.

REUTER'S SERVICE.

LONDON, 11th June.

## THE DROUGHT IN GREAT BRITAIN.

There is a continuance of the drought in Great Britain, and there is the gravest anxiety amongst the farmers.

## SOUTH AFRICA.

Lord Kitchener, replying to an enquiry from Mr. Brodrick, curiously denies the reported surprises of Bayes' commando near Warmabaths, but leaves the matter unexplained.

LONDON, 11th June.

## BRITISH TRADE WITH CHINA.

Lord Cranborne, replying to a deputation from the Associated Chambers of Commerce urging the extreme importance and immensity of trade with China, said that the Government felt acutely the importance of the commercial aspect, and that it was the duty of the Government to secure to traders full opportunities for trade, but traders must be prepared to take certain risks lest they be supplanted by foreigners. He deprecated any international control of China, which implied disintegration.

## THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 21 fresh cases of plague (20 Chinese, one other Asiatic), with 21 deaths (all Chinese).

Dr. Thomson reported yesterday that, with the exception of Mrs. Brownhill, all the European patients in Kennedytown Hospital were getting on well. Mrs. Brownhill, though not in a serious condition, was not progressing quite so favourably as her husband.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

12th June.

Sir,—"Common Sense" in his irrelevant remarks published in the Hongkong Telegraph is to all appearance, labouring under a temperature of 106°. There are many who are disgusted about the way in which certain things are carried out in this Colony, and it is, therefore, not necessary that the *non de plume* "Disgusted" should always conceal the one and the same person.

I am glad that the

manner by relatives or friends and removed from the colony without any restrictions."

In making the motion, Mr. OSBORNE said—About a fortnight ago we considered a suggestion from His Excellency the Governor that plague patients should be treated in their own homes, but the absurdity of the idea, if I may thus describe it, so paralysed the Board that we all with one accord voted against it. A fortnight's reflection has, however, taught me that the suggestion, startling as it first appeared, touched one of the vital spots wherein I think lies the secret of success, if ever we are to be successful in grappling with this most insidious and deadly of diseases, for I believe, and have always believed, that we shall never make headway without the voluntary co-operation of the Chinese, and I think that our future endeavours should trend in the direction of securing, if necessary, by reasonable concessions, the assistance of the people themselves, first in the discovery of the disease and subsequently in the treatment of those who become its victims. The history of plague epidemics in this colony since 1854 reveals the discouraging and sorrowful fact that though we have done what seemed right and proper at the moment, our efforts to cope with the disease have never been successful and the cause of failure lies, I think, in the fact that we have forced upon the Chinese measures which were impalatable and which have caused them to surreptitiously thwart us at every turn. I am not saying that these measures should not have been tried. I merely say they have been tried and failed, and should therefore be discontinued, that we should in future act upon lines which will induce the co-operation of the natives and which, I think, can be brought about by conceding to some extent to their ignorance and prejudices and by conforming as far as possible with their ideas. The two motions which I am about to propose have this end in view, the first as a concession to the living and the second both to the living and the dead. Those who are familiar with our method of searching out and dealing with persons suffering from plague, cannot fail to have any but the most intense pity for the sufferers who, dragged by force from friends and home, conveyed in a comfortless ambulance through miles of streets, sometimes under a blinding sun, deposited in the dreaded hospital and tended by strangers, lie, amidst the most depressing surroundings, within touch of the dying, within sight of the dead, and within earshot of the hammering-down of coffins, waiting in solitary despair till death completes the work which incarnation and disease began.

Mr. CHAN A Fook said that the idea of such a good idea at bottom—was to get back to their native villages where there was plenty of fresh air. If they died, they knew where they would be buried. The adoption of Mr. Osborne's idea would not help things in the least, because it was impracticable. If they could wriggle out of the Venice Convention, so much the better. If a coolie got sick and wanted to leave the colony, he would oppose the motion.

Dr. CLARK, who also opposed the motion, said that it had been amply shown that plague spread from floor to floor, so that the treating of a patient in his own house would not limit its scope. As Dr. Bell and Mr. May had said, the scheme was impracticable, and the difficulties in the way of carrying it out were many.

Mr. CHAN A Fook said that what they wanted to do was to exterminate plague, but after seven years of trying they were no nearer that end. Mr. Osborne's proposal might be a trial for a few months to see if it would have a salutary effect. Notwithstanding all that had been said to the contrary, the feeling amongst the Chinese was that in going to the hospital they were going to their death.

Lieut.-Col. HUGHES did not agree with Mr. Chan A Fook that they were no nearer the suppression of plague now after seven or eight years' trying. When one came to look at the fact, the cases now-a-days averaged only twenty, was good enough proof that the sanitary schemes were having practical results.

As to Mr. Osborne's proposal, if people were turned out of their homes, where, as Dr. Bell had asked, were they to go? How were they to know that they did not return home at night? Lastly, where were all the doctors coming from to look after them?

Mr. OSBORNE, speaking with some warmth, said there was an old proverb that "none were so blind as those who won't see." Dr. Bell had drawn a very beautiful picture—so beautiful, indeed, that the wonder was that a coolie, to get to the hospital, did not willingly contract plague to get there. It was an extraordinary thing, that with plague raging all round, they could only hear of about 20 or 30 cases daily. What became of the others? People left the colony with plague, sometimes at the earliest stages, often at the latest, and the police and sanitary authorities knew nothing about it. His proposal opened up a way to stop a great deal of that illicit traffic. He did not intend that a European doctor should go round attending these coolies; he meant a Chinese doctor trained in Western medicine. It was absurd on Dr. Bell's part to suppose he meant otherwise.

Mr. FUNG WA CHUEN seconded, and said the present system of dealing with plague patients or plague suspects was doing more harm than good. They had been going on the same lines for the last seven years, and nothing to benefit the health of the colony was being done. In his opinion, a sufferer from plague had a good chance of recovering in his own house in the hospital.

Dr. BELL—It is still more absurd of you to talk of a Chinese doctor trained in Western medicine.

Mr. OSBORNE—A man trained in Western medicine in a local hospital.

Dr. BELL—You can't get one at \$500 a month.

Mr. OSBORNE—I've got one at \$100.

Dr. BELL—That's the last one.

Mr. OSBORNE, dealing with statistics of the plague, described them as "rotten" and said they proved nothing.

The motion was then put to the meeting by the PRESIDENT, but found no supporters.

In submitting the second motion, Mr. OSBORNE agreed with Mr. May in the desirability of wriggling out of the Venice Convention, and he had then explained his reasons for opposing it. Mr. Osborne had said something about details, but did not explain what those details were. Where were all the people to go who left the house? Where were the people to look after the patient? Where would they get a medical man to take charge of the case? How could they be certain that the patient was kept continuously isolated? The only way of making sure would be for the doctor to sit in the room, and a medical man would not be in practice long if it were known he was sitting with plague people. It was an old story that a sick Chinaman could not bear to be taken to the hospital, but it was a wrong one. The only time such a thought entered the Venice Convention.

Dr. CLARK—I don't oppose if the Government of opinion that the motion will not mean a contravention of the Venice Convention.

The PRESIDENT—Will you accept that?

Mr. OSBORNE—I had better take half a loaf (laugh).

The motion was then put to the meeting and carried. Lieut.-Col. Hughes was the only dissentient.

INSPECTOR'S QUARTERS AT KENNEDY TOWN

A recommendation was submitted by Dr. Clark relative to the quarters of the inspector in charge of the animal depots, at Kennedy Town. The recommendation was to the effect that Inspector Watson, through persistent efforts to treat the *apatholes* pools and clear away the brushwood in the neighbourhood of the house, had not been ill from fever this spring. As there was, in Dr. Clark's opinion, very little question that the neighbourhood could be made healthy, he thought that the Board might now consistently recommend the Government to add another story to the inspector's present quarters.

Mr. CHAN A Fook again seconded. Dr. CLARK, after referring to the impracticality of a body, after years of burial, still retaining the germs of infection, said he would not oppose the motion.

Dr. BELL said it was against the spirit of the Venice Convention.

Dr. CLARK—I don't oppose if the Government of opinion that the motion will not mean a contravention of the Venice Convention.

The PRESIDENT—Will you accept that?

Mr. OSBORNE—I had better take half a loaf (laugh).

The motion was then put to the meeting and carried. Lieut.-Col. Hughes was the only dissentient.

PAPERS IN CONNECTION WITH THE SUBJECT

The PRESIDENT said there had been a great deal said in this matter, and there was a proposal on foot to add another story to the house. That would be an expensive matter, and would result in very little benefit to the house. The better plan would be to add another room to it as it now stood, and another room might be stuck up on top of that.

Dr. CLARK—I move that the Board recom-

mend the Government to add two rooms to the

inspector's quarters at Kennedytown, one over

the other.

Lieut.-Col. HUGHES and Dr. BELL suggested the advisability of waiting before spending money on the house, to see that malaria had left the district.

Dr. CLARK—The money must be voted now.

Mr. OSBORNE—We need not spend it.

Mr. MAY—if provision be made in the esti-

mated for next year for the addition,

if found desirable, of two rooms, then I would support the proposal.

Mr. BESWIN—That could be included in the motion.

This was done, and the motion, as amended, carried.

PUBLIC LATRINES.

Correspondence relative to the public latrines was on the table. It included a document from a Chinese recommending the use of camphor and laudanum in the treatment of cholera and plague, and also complaining of the offensive smell of Hongkong latrines—an offence which was severely punished by the use of disinfectants. This document was submitted to His Excellency the Governor, who suggested that it might be sent to Dr. Thomson and to the Sanitary Board, as there was something in the latrine question.

Among other minutes were the following:

Mr. BREWIN—I believe Mr. Chadwick

inspected and reported on the Canton latrines

what were his recommendations?

Dr. CLARK—Mr. Chadwick recommended the system at present in vogue, until the time

came that all the night-soil could be admitted

to the sewers. This latter is entirely dependent

on the water supply, and is therefore never

likely to be accomplished, unless sea-water is

made available for the purpose."

NEW LATRINE.

The plan of latrine in Hing Wan Street

was submitted.

The PRESIDENT said the plan had been

submitted for the approval of the Board. The latrine was to be public, and situated in Wanchai.

On the motion of Dr. CLARK, seconded by

Dr. BELL, the plan was adopted.

PROPOSED NEW PLAGUE CEMETERY.

Correspondence relative to the opening up of

a new plague cemetery was submitted. This

included a letter, dated 31st May, from Dr.

Bell, Principal Civil Medical Officer, containing

remarks on the present epidemic of plague,

the treatment of patients—Europeans, Indians, and

Japanese—and the means for so doing. Ken-

nedytown Hospital, the letter stated, was

hardly large enough when two epidemics

of plague and smallpox, had to be accommodated, and should be extended on the site at present occupied by the matchshops used for Chinese

to the east of the main building. The Tung

Wah authorities should build their Infectious

Hospital as quickly as possible, or, better still,

the Government should build one for Chinese

in the neighbourhood, so as to keep the

European and Chinese somewhat apart.

Some other arrangements should be made

for bringing plague bodies other than taking

them past Kennedytown Hospital. The

80 to 90 coffins daily was a most depressing

sight.

Mr. FUNG WA CHUEN—This should be allowed.

Dr. CLARK minuted—I see no objection to

this proposal. I believe that Dr. Kwan is a

diploma of the Hongkong College of Medicine

for Chinese.

Mr. OSBORNE explained the scheme, which

was to provide for the private treatment of his

workmen. The idea was practically that of a

private hospital.

Dr. CLARK—I have no objection, providing

a case of plague is notified.

Mr. OSBORNE—Of course.

Lieut.-Col. HUGHES—I think, if we allow

this, we shall be swamped with other similar

applications.

Mr. OSBORNE—There aren't so many em-

ployers of labour in the colony.

The application met with general approval, and, on the motion of Mr. MAX, seconded by Dr. CLARK, was granted. Dr. Thomson will visit the hospital daily.

ANALYSIS OF PUBLIC WATER SUPPLIES.

Reports of the analysis of the public water

supply of the colony for the month of May

were submitted. The reports were by Mr. F.

BROWNE, Government Analyst, who examined

samples of the Kowloon, Tytan, and Pokfulam

services, and found the water in each case to be

of excellent quality.

A sample of water from a well situated at

No. 14, Des Vaux Road, was analysed by

the Government Analyst and found to be so

tainted with impurities as to be unfit for potable

purposes, and likely to prove injurious to

health. The well will be closed.

PLAGUE AT SWATOW.

A letter was submitted from H.B.M. Consul

at Swatow relative to the outbreak of sporadic

cases of bubonic plague there and the action

of the Shanghai authorities in enforcing

quarantine regulations on vessels arriving from

Swatow.

Dr. CLARK minuted—I have induced

the Board to consider

the analysis of the public water supply of the

colony for the month of May.

Attached was a copy of the report of the

Chinese Cemeteries Committee, dated 13th June, 1900, having reference to the use of a site at Sandy Bay or on Lamma Island for a plague

cemetery.

Dr. CLARK—I think the Board might

recommend to the Government to plant the

cemetary with trees, to keep the cemetery from

view. Secondly, I move that the Govern-

ment be requested to ask the Director of

Public Works to construct a new approach

path for the conveyance of coffins and dead

bodies to the graveyard without going in

## NEW ADVERTISEMENTS

## WANTED.

**I**N a Canton Raw Silk Firm, a YOUNG MAN, as GENERAL OFFICE ASSISTANT. British preferred. Knowledge of French and German imperative. Apply, with all particulars, to—  
L. M. N.  
Care of Office of this Paper  
Canton, 12th June, 1901. [1497]

## CHINA NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

**G**. R. S. 250 Sacks FLOUR from Adelaide via "CHANGSHA" arrived 7th May, 1901. The above Goods are lying unclaimed at our Wanchai Godowns at consignee's risk and expense. No Fire Insurance has been effected. BUTTERFIELD & SWINE, Agents. Hongkong, 14th June, 1901. [1498]

## PUBLIC AUCTION.

**T**HE Undersigned have received instructions from the Registrar, Supreme Court, to Sell by Public Auction.

Under destrict Suit No. 109 of 1901.  
THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

**T**HE Undersigned have received instructions from the Registrar, Supreme Court, to Sell by Public Auction.

Under destrict Suit No. 109 of 1901.  
THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

**G. R. STEVENS & CO.**

TO-DAY (FRIDAY),

the 14th inst., at NOON, at their Sales Rooms, Ice House Street,

FOURTEEN NEW SINGER'S SEWING MACHINES;

Also A QUANTITY OF AMERICAN FANCY LAMPS.

TERMS.—As usual.

**HUGHES & HOUGH,** Government Auctioneers.

Hongkong, 13th June, 1901. [1499]

## PUBLIC AUCTION.

**T**HE Undersigned have received instructions from the Official Receiver to Sell by Public Auction, viz. the TAK CHEUNG FIRM in Bankruptcy.

TO-DAY (FRIDAY),

the 14th inst., at NOON, at their Sales Rooms, Ice House Street,

A QUANTITY OF PIECE GOODS, FURNITURE FIXTURES, &c.

TERMS.—As usual.

**HUGHES & HOUGH,** Government Auctioneers.

Hongkong, 14th June, 1901. [1499]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWINE, Agents.

Hongkong, 15th June, 1901. [1500]

## NOTICE.

**A** MEETING of His MAJESTY'S JUSTICES of the PEACE will be held at the Magistracy, at 2.30 P.M. on WEDNESDAY, the 19th day of JUNE, 1901, for the purpose of considering the following applications—

From one MORITZ FREIMANN for the transfer of his Publican's Licence to sell and retail intoxicating Liquors on the premises situate at Nos. 332 and 334, Queen's Road Central, under the sign of "The Land We Live In Hotel" to one ADOLPH PREIMANN.

F. A. HAZELAND, Acting Police Magistrate, Hongkong, 12th June, 1901. [1483]

B. J. BARLOW,  
CONSULTING ENGINEER, SURVEYOR  
AND CONTRACTOR.

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B. J. BARLOW.

Hongkong, 12th June, 1901. [1480]

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Hongkong, 26th May, 1901. [1232]

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REUTER, BROCKELMANN & CO.,

Hongkong.

Hongkong, 3rd December, 1900. [1235]

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CALIBRE 7.63 m.m.  
WITH CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS in 2 SECONDS

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [125]

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## TO LET.

(From 1st April next.)

**T**WO SPACIOUS GODOWNS, with Upper Floors for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BEL-CHINA BAY on M. Lot 243.

Apply to—

**JOSEPH & CO.**

1, Duddell Street.

Hongkong, 26th March, 1901. [865]

TO LET.

**A HOUSE in RIBON TERRACE.**

**HOUSES at LEIGHTON HILL.**

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 2nd May, 1901. [866]

TO LET.

**TWO ROOMS on the GROUND FLOOR, BELLIOS TERRACE, NO. 6, with Dependences.**

Apply to—

**J. ULLMANN & CO.**

74, Queen's Road Central.

Hongkong, 1st June, 1901. [1400]

TO LET.

**POSSESSION APRIL 1ST.**

**N**O. 1, STEWART TERRACE.

Apply to—

**J. W. NOBLE**

Hongkong, 6th March, 1901. [661]

TO LET.

**IMMEDIATE POSSESSION, ONE LARGE GODOWN, NO. 35, PRAYA EAST.**

Apply to—

**I. P. MADAR,**

Victoria Hotel.

Hongkong, 8th June, 1901. [1450]

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**NO. 2, QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.**

Apply to—

**S. J. DAVID & CO.**

Hongkong, 8th June, 1901. [1451]

TO LET.

**WITH IMMEDIATE POSSESSION.**

**N**O. 9, SEYMOUR ROAD.

Apply to—

**S. B.**

Care of Daily Press Office.

Hongkong, 14th March, 1901. [740]

BOARD AND LODGING.

**M**R. S. G. W. WATLING.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 8th June, 1901. [1445]

BOARD AND RESIDENCE.

**M**R. S. GILLANDERS.

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

**C**OMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Peader's Hill.

Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

**M**R. S. SIDNEY JEFFREY.

"VELVET,"

BEACH ROAD WEST,

FELIXSTOWE, SUFFOLK,

ENGLAND.

Hongkong, 28th August, 1900. [733]

NOTICE TO MARINERS,

No. 132 (SPECIAL).

**C**HINA SEA.

**SHANGHAI DISTRICT.**

**KIUTOAN AND FAIRY FLATS.**

**N**OTICE IS HEREBY GIVEN that, while the survey of the section of the South Channel Entrance of the Yangtzeembracing the Kiutoan and Fairy Flats is in progress, White Buoys will be placed in positions where required as surveying marks, and that they must not be taken as having any other significance.

Such White Buoys and the Fairy Wreck, Middle Ground Lower, Kiutoan Flats, Middle Ground Upper, and South East Knoll Buoys, will also have black-and-white flags placed upon them as may be necessary.

All existing marks (excepting the Fairy Wreck Buoy, already advertised to be shifted and placed on the wreck on the 10th instant), will remain in their present positions and retain their present colours until any proposed change affecting them has been duly notified.

A. H. MANCELL,

Secretary.

Hongkong, 23rd May, 1901. [1326]

WANTED.

**F**OR the OFFICE of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AN EXPERIENCED PORTUGUESE CLERK.

Applications (in writing only) stating qualifications, &c., are to be addressed to

THE SECRETARY.

Hongkong, 12th June, 1901. [1481]

TO PARENTS AND GUARDIANS.

APPLY TO—

**W. BREWER & CO.**

Queen's Road, Hongkong.

Hongkong, 12th June, 1901. [1482]

COMMANDER,

H. M. Naval Yard.

Hongkong, 25th April, 1901. [1106]

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Hongkong, 17th October, 1896.

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Note.—We beg to announce that we also  
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1 & 3, D'Aguilar Street.  
(Behind Hongkong Dispensary).  
Hongkong, 12th April, 1901.

### SCIENTIFIC MISCELLANY.

A SOUND-FINDER AND PROJECTOR—MOVIE  
POWER FOR CANAL-BOATS—MOULDED GRAN-  
ITE—BORING TO THE POLE—FRUIT ANI-  
MOPHICS—ACCURACY IN SCREWS—A DE-  
VELOPING BEE—VEGETABLE BUTTER—AN  
ELECTRIC ANEMOMETER—FOR SLIPPERY  
SHOES—A CODLIN-MOTH DESTROYER.

A new apparatus of Mr. Sherard Cowper,  
a London physicist, is designed to localise  
sounds rapidly and to project sounds to a great  
distance. It consists essentially of an upright  
concave mirror, suitably mounted, in the focus  
of which is fixed one end of a short rubber tube,  
a mouthpiece at this end of the tube being turned  
toward the mirror while one at the other end is  
free. The mounting enables the operator to  
raise or lower the mirror, or to turn it toward  
any point. To find the direction from which  
any sound comes, it is simply necessary to listen  
at the free mouthpiece while the mirror is  
moved until the sound reaches its greatest  
intensity; and for sounding forth speech or other  
sounds the free mouthpiece serves as a transmitter.  
Conversation over a long distance may be  
carried on between operators having duplicates  
of the apparatus.

In the Barcroft system of propelling barges  
on canals, which is now coming into use on  
some English waterways, a sixty-inch three-  
bladed propeller is placed on each side of the  
rudder, and the two are driven in opposite  
directions by a small engine placed on deck  
just in front of the stern-post. Motion is  
transmitted by vertical shafts geared to the  
engine and the propellers. The screws may  
be removed during loading and unloading; and  
as the boiler weighs but 2,600 pounds the  
addition to the load need not be small, while  
the machinery does not interfere with the  
cargo or with the passage of bridges and  
locks. The gentle motion of the propeller  
blades in giving a speed of five or six miles  
an hour does not wash the banks.

Natural granite pulverised and shaped by  
pressure and heat was used at first for  
ornamental blocks. It has been since found  
serviceable for electric insulation, and its  
resistance to acids and chlorine have now given  
it a place for lining sulphite digestors for  
treating wood-pulp.

In the explosions at Vesuvius last year, blocks  
of lava were thrown as high as 1,800 feet, and  
Prof. Mattanuci estimates that one, weighing  
thirty tons, required 610,000 horse-power to  
eject it.

Among the startling engineering suggestions  
of this year is that of a tube railway to the North  
Pole—not as a commercial venture, but as a  
scientific solution of a difficult problem regard-  
less of cost. Starting from some point in  
Greenland, the tunnel would run in a direct  
line just beneath the surface of the ground, and  
would have stations at certain intervals, with  
larger ones on the banks of channels or straits,  
where it would be necessary to build ferry-boats  
and provide for their housing in winter. With  
the completed line, the summer explorer should  
be able to reach the Pole and return within a  
week. The motive power would be electricity,  
but we are not told how this would be obtained.  
In case of accident, the traveller would prop-  
el himself homeward by manual labour.

"I was for days unconscious, but gradually  
recovered sufficiently to be invalided home."

Yet the suffering of Private Smith was not  
over. "I went aboard the Hospital Ship *Ninewa*  
in June," he says, "and shortly afterwards  
sailed for home. During my short stay in  
South Africa, I lost over 20 lbs. in weight.  
Nothing that I took relieved the constant vomit-  
ing, or increased my strength."

"Shortly after Earl Roberts' famous march  
into Krontstadt, we were stationed between that  
town and Jactobal to guard the line of com-  
munication. Towards the end of April, I was  
laid low with that foul disease enteric fever."

"There were hundreds of men down with it.  
It has laid low more men than all the shot and  
shell that was ever fired by our Artillery." For  
several weeks I was in the rear hospital. My  
stomach was converted into a manufacture of  
torturing pains, and I grew as weak and helpless  
as a newborn babe.

"I was for days unconscious, but gradually  
recovered sufficiently to be invalided home."

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"After he says, "I had been home a few  
days, my brother, who is an engineer on the  
Midland Railway—not of an armoured train—advised me to try Mother Seigel's Syrup.  
I got a bottle. I found it was doing me good.  
The vomiting ceased, and I was able to enjoy  
all kinds of food. My appetite is now enormous."

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## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.E.	P. & O. S. N. Co., BUTTERFIELD & SWIRE	On 22nd inst. at Noon.
LONDON	MACHAO	Brit. str.	—	J. S. Stevenson	McGREGOR BROS. & GOW	On 23rd inst.
LONDON	GLENCARRY	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On or about 29th inst.
LONDON	JAPAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 15th July.
LONDON	PHONETHEUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 23rd July.
LONDON	ALCINOUS	Brit. str.	—		BUTTERFIELD & SWIRE	On or about 15th July.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—	H. Supina	MELCHERS & CO.	On 27th inst. at Noon.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
MARSEILLES & LONDON	SOCOTRA	Brit. str.	—	Bous.	MESSAGERIES MARITIMES	On 17th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, & C.	NATAL	Fren. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
HAVRE HAMBURG	HITACHI MARU	Jap. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE, BREMEN & HAMBURG	NURNBERG	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG	SARDIA	Ger. str.	—	v. Dohren	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG	WUERBURG	Ger. str.	—	Ghezzo	SANDER, WIELER & CO.	On 9th Aug.
TRISTE, &c., VIA PORTS OF CALL	ACILLA	Aus. str.	—	Dodwell & Co., LIMITED	DOB WELL & CO., LIMITED	On 18th inst. P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDIA	Brit. str.	—		MCGREGOR BROS. & GOW	To-day.
NEW YORK	HILLGLEN	Brit. str.	—		JARDINE, MATTHESON & CO.	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	GLENAETNY	Brit. str.	—		SHEWAN, TOME & CO.	On 10th July.
NEW YORK	INDIANI	Brit. str.	—		CARLOWITZ & CO.	On or about 1st Aug.
ABABA	AMERICA MARU	Brit. str.	—		CANADIAN PACIFIC E. CO.	Quick despatched.
L. SCHEPP	BELGIAN KING	Amer. ship.	—		CANADIAN PACIFIC E. CO.	To-morrow, at Daylight.
ATHENIAN	ALBLIE	Brit. str.	—		DOB WELL & CO., LIMITED	On 26th inst.
EXPRESS OF INDIA	ROSETTA MARU	Brit. str.	—		SHEWAN, TOME & CO.	On 28th inst.
DUKE OF FIFE	TAWAN	Brit. str.	—		PACIFIC MAIL S. S. CO.	On 18th inst.
INDRAVELLI	MARIA VALERIE	Aus. str.	—		TOYOKIEN KAISHA	On 18th inst. at Noon.
PEBU	SADO MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 4th July, at Noon.
AMERICA MARU	TAWATA MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
BELGIAN KING	KAGOSHIMA MARU	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst. at Noon.
AUSTRALIAN PORTS	NANCHANG	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 28th inst. at 4 P.M.
AUSTRALIAN PORTS	WOUBUNG	Ger. str.	—		NIPPON YUSEN KAISHA	On or about 14th July.
YOKOHAMA & KOBE	FLANDRIA	Brit. str.	—		BUTTERFIELD & SWIRE	On 19th inst. P.M.
KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—		SANDE, WIELER & CO.	On 21st inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—		NIPPON YUSEN KAISHA	On 21st inst. at Noon.
MOJI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—		NIPPON YUSEN KAISHA	On 21st inst. at Noon.
TIENTSIN	ANPING	Brit. str.	—		BUTTERFIELD & SWIRE	On about 30th inst.
SHANGHAI	FOOCHOW	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
SHANGHAI & JAPAN	TAMSUI	Brit. str.	—		SIMMS & CO.	To-day, at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SWATOW	Brit. str.	—		BUTTERFIELD & SWIRE	On or about 16th inst.
SHANGHAI	HAIPHONG	Brit. str.	—		P. & O. S. N. CO.	On or about 21st inst.
MANILA	MAIDZURO MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 26th inst.
MANILA	DAIGI MARU	Jap. str.	—		MITSUI BUSSAN KAISHA	On 19th inst. at Daylight.
SINGAPORE, PENANG & CALCUTTA	THALES	Brit. str.	—		MITSUI BUSSAN KAISHA	On 19th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	HAILOONG	Brit. str.	—		MITSUI BUSSAN KAISHA	To-day, at 10 A.M.
SHANGHAI	DIAMANTE	Brit. str.	—		DOUGLAS LAPRAIK & CO.	To-morrow, at 3 P.M.
SHANGHAI	TAWAN	Brit. str.	—		ROBISON	On or about 4th July.
SHANGHAI	LIGHTNING	Brit. str.	—		BATHURST	To-morrow, at 3 P.M.
SHANGHAI	MIKE MARU	Jap. str.	—		A. RAMSEY	On 21st inst. at Noon.

## SHIPPING.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

## "THALES."

Captain Robson, German str., will be despatched for the above port TO-DAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK &amp; CO., General Managers.

Hongkong, 13th June, 1901.

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

THE Company's Steamship

## "HAILOONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 14th inst., at NOON.

For Freight or Passage, apply to DOUGLAS LAPRAIK &amp; CO., General Managers.

Hongkong, 12th June, 1901.

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

THE Steamship

## "FLANDRIA."

Captain E. Chiaman, will be despatched for the above port TO-DAY, the 14th June, at 5 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN &amp; CO., Agents.

Hongkong, 11th June, 1901.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

13TH JUNE.

Hoihou, French str., for Hoihou.

Bormida, Italian str., for Singapore.

Sambia, German str., for Yokohama.

Machev, German str., for Swatow.

Loengang, British str., for Manila.

Shiwan Maru, Japanese str., for Singapore.

Katsuyama Maru, Japanese str., for Canton.

## DEPARTURES.

June 13, HAMBURG, German str., for Europe.

June 13, BORMIDA, Italian str., for Bombay.

June 13, LOONGSAN, British str., for Manila.

June 13, HOIHOU, French str., for Hoihou.

June 13, MACHEV, German str., for Bangkok.

## VESSELS IN DOCK.

13th June.

ABERDEEN DOCKS—KOWLOON DOCKS—U.S.S. BENNINGTON, BURNside, MERDE, UNION, IRIS, JUNO, ST. Enoch, Promethea, Zaire, Hattan.

COSMOPOLITAN DOCK—Colonics, Simonian, Munchen, Fei Hoo.

## SHIPPING REPORTS.

The British steamer *Hipson*, from Swatow

12th June, had light wind and fine and clear weather.

The British steamer *Glaucus*, from Liverpool

and Singapore 8th June, had light westerly

winds and fine weather throughout.

The Dutch steamer *C. H. Kian*, from Singapor

e 6th June and Hoihou 12th, had fine and

continuous weather during the voyage.

The British steamer *Taisang*, from Shanghai

9th June and Swatow 12th, had fog with light

SE wind from Shanghai to Gutalaf. From

Swatow to port moderate to variable winds

and clear weather.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CLAVING, British str., J. Barker.—Dowell &amp; Co., Ltd.

COMPAGNIA DE FILIPINA, Amr. str., D. Migue Orts.—Brandao &amp; Co.

EVIE J. RAY, American barque, Kater.

Sander, Wiel &amp; Co.

FARAZA, British str., Arnot—Standard Oil Co.

TAY WICHU, American ship, Howes—Master

Hongkong, 10th June, 1901.

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## VESSELS ADVERTISED AS LOADING

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PCRT.

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTO PORTS;

ALSO, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOU/HAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SACHSEN THURSDAY ... 27th June.

KIAUTSCHOU (Hamburg-Amerika Linie) THURSDAY ... 11th July.

BAIERN THURSDAY ... 25th July.

STUTTGART THURSDAY ... 26th August.

KONIG ALBERT THURSDAY ... 5th September.

PRINZESS IRENE THURSDAY ... 19th September.

PRINZ HEINRICH WEDNESDAY ... 2nd October.

PREEUWSSEN WEDNESDAY ... 16th October.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY ... 30th October.

SACHSEN WEDNESDAY ... 13th November.

KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY ... 27th November.

## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ALCINOUS"	On 15th June.
GLASGOW and LIVERPOOL	"IXION"	On 20th June.
GLASGOW and LIVERPOOL	"PELEUS"	On 25th June.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.

(Taking cargo at London rates) S.S. "GLAUCUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI on the 16th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

Hongkong, 13th June, 1901.

[15]

CHINA NAVIGATION CO.,  
LIMITED.

## POE

## STEAMERS

## TO SAIL

SHANGHAI	"WOOSUNG"	On 14th June.
SHANGHAI	"WHAMPOA"	On 21st June.
TIENTSIN	"NANCHANG"	On or about 30th June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN THURSDAY	"TAIWAN"	On or about 14th July.
ISLAND CQKTONW TOWN SVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On or about 14th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th June, 1901.

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COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOATS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.  
THE Company's Steamship

"SALAZIE,"

Captain Girard, will be despatched for the above ports on or about SUNDAY NEXT, the 16th instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 11th June, 1901.

[2]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOATS-POSTE FRANCAIS.

NOTICE:

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBIC, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at 1 p.m., the Company's Steamship "NATAL," Captain Bonis, with Mail, Passengers, Spacie and Cargo, will leave this port for MALACCA via BOMBAY.

This Steamer connects at COLOMBO with the H.M. Armand Belic, which vessel takes on her Passengers and Mail leaving that port on the 29th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Spacie and Parcels until 3 p.m. on the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contracts and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th June, 1901.

[3]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELLI" - "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI"

will be despatched for Portland (Or.) on TUESDAY, the 16th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to

SHEWAN, TOMES & CO.  
Hongkong, 24th May, 1901.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZUREN MARU"

Captain K. Sudoiki, will be despatched for the above ports on WEDNESDAY, the 26th June.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th June, 1901.

[18]

FOR NEW YORK.  
THE 3/8 A II American ship  
"L. SCHEPP"

will load for the above port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 3rd June, 1901.

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## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

## THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 16th June, at NOON.
"COPTIC"	THURSDAY, 27th June, at NOON.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 16th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the services of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcels Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 3rd June, 1901.

## VESSELS ON THE BERTH.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will leave for the above place on WEDNESDAY, the 19th inst., P.M.  
For Freight or Passage apply to  
SANDEE, WIELER & CO., Agents.

Hongkong, 12th June, 1901. [16]

RAILING VESSELS.

Cebat Burrill, British ship, 1,764, Jeffer, May 29, Order.

Sander, Wieler & Co., 938, Kater, May 24,

M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited.

Sea Witch, Amer. ship, 1,172, Howes, Feb. 21,

Master.

Sussex, British bark, 1,212, Guthrie, May 17,

Master.

Vale of Doon, British bark, 717, Petersen, May 28,

Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p. Comdr. G. F. M. Cradock, at Taku.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.

Arothina, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starling, Woosung.

Argonaut, battleship, 11,500 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang.

Astrea, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woosung.

&lt;p

## POST OFFICE NOTICES.

The *Solazie*, with the French Mail of the 17th May, left Saigon on Thursday the 10th inst., at 11 a.m., and may be expected here on or about Sunday, the 16th inst. This packet brings replies to letters dispatched from Hongkong on 13th April.

The *Coptic*, with the American Mail of the 21st ult., left Yokohama on Tuesday, the 11th inst., at daylight, and may be expected here on or about Thursday, the 20th inst.

## MAILS WILL CLOSE.

	Y.O.R.	F.R.S.	DAY AND HOUR
Canton			Friday, 14th, 7.30 A.M.
Singapore and Colombo			Friday, 14th, 9.00 A.M.
Shanghai			Friday, 14th, 11.00 A.M.
Hai-phong			Friday, 14th, 1.15 P.M.
Macau			Friday, 14th, 2.00 P.M.
Shanghai			Friday, 14th, 3.00 P.M.
Choo-foo and New-chang			Friday, 14th, 4.00 P.M.
Swatow and Shanghai			Friday, 14th, 5.00 P.M.
Shanghai			Friday, 14th, 5.00 P.M.
Koko, Yokohama, Victoria and Vancouver			Friday, 14th, 5.00 P.M.
Canton			Saturday, 15th, 2.00 P.M.
Singapore, Penang and Calcutta			Saturday, 15th, 3.30 P.M.
Shanghai			Saturday, 15th, 4.00 P.M.
Manila			Saturday, 15th, 5.00 P.M.
Swatow, Amoy and Tamsui			Monday, 17th, 8.00 A.M.
EUROPE, &c., India via Tuticorin			Circular, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra)			Registration, 10.00 A.M.
Postage 10 cents)			(Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.			Papers, 10.30 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)			Letters, 11.00 A.M.
Straits and Colombo			Tuesday, 18th, 10.00 A.M.
Amoy, Shanghai, Moji, Kobe, Yokohama, and Portland (Oregon)			Registration, 10.00 A.M.
Koko, Kobe, Yokohama, San Diego and San Francisco			(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Shanghai			Papers, 10.30 A.M.
EUROPE, &c., India via Tuticorin			Letters, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)			Tuesday, 18th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.			Registration, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)			(Registration, with late fee of 10 cents, up to 10.45 A.M.)
TO-DAY.			Papers, 10.30 A.M.
Sale, Furniture, Sewing Machines, &c., Sales Rooms, Messrs. Hughes & Hough, noon.			Letters, 11.00 A.M.
TO-MORROW.			Tuesday, 18th, 3.00 P.M.
Sale, Property, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.			Thursday, 20th, 11.00 A.M.
COMMERCIAL.			Friday, 21st, 4.00 P.M.
CLOSING QUOTATIONS.			Saturday, 22nd, 8.00 A.M.
13th June.			Registration, 10.00 A.M.
ON LONDON.—	1/11		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Bank Bills, on demand	1/11		Papers, 10.30 A.M.
Bank Bills, at 30 days' sight	1/11		Letters, 11.00 A.M.
Bank Bills, at 4 months' sight	1/11		Tuesday, 18th, 3.00 P.M.
Credits, at 4 months' sight	2/0		Thursday, 20th, 11.00 A.M.
Documentary Bills, 4 months' sight	2/0		Friday, 21st, 4.00 P.M.
ON PARIS.—	2/4		Saturday, 22nd, 8.00 A.M.
Bank Bills, on demand	2/5		Registration, 10.00 A.M.
On demand	2/0		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
ON GERMANY.—	1/11		Papers, 10.30 A.M.
Bank Bills, on demand	1/11		Letters, 11.00 A.M.
On demand	1/11		Tuesday, 18th, 3.00 P.M.
ON NEW YORK.—	474		Thursday, 20th, 11.00 A.M.
Bank Bills, on demand	474		Friday, 21st, 4.00 P.M.
Credits, 60 days' sight	481		Saturday, 22nd, 8.00 A.M.
ON HONG KONG.—	1/11		Registration, 10.00 A.M.
Telegraphic Transfer	1/12		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Bank, on demand	1/12		Papers, 10.30 A.M.
On demand	1/12		Letters, 11.00 A.M.
ON CALCUTTA.—	1/12		Tuesday, 18th, 3.00 P.M.
Telegraphic Transfer	1/12		Thursday, 20th, 11.00 A.M.
Bank, on demand	1/12		Friday, 21st, 4.00 P.M.
ON SHANGHAI.—	724		Saturday, 22nd, 8.00 A.M.
Bank, at sight	724		Registration, 10.00 A.M.
Private, 30 days' sight	731		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
ON YOKOHAMA.—	3/1		Papers, 10.30 A.M.
On demand	3/1		Letters, 11.00 A.M.
ON MANILA.—	2/1		Tuesday, 18th, 3.00 P.M.
On demand	2/1		Thursday, 20th, 11.00 A.M.
ON SINGAPORE.—	1/1		Friday, 21st, 4.00 P.M.
On demand	1/1		Saturday, 22nd, 8.00 A.M.
ON BATAVIA.—	1/1		Registration, 10.00 A.M.
On demand	1/1		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
ON HAIPHONG.—	1/1		Papers, 10.30 A.M.
On demand	1/1		Letters, 11.00 A.M.
ON SIAM.—	2/1		Tuesday, 18th, 3.00 P.M.
On demand	2/1		Thursday, 20th, 11.00 A.M.
ON BANGKOK.—	593		Friday, 21st, 4.00 P.M.
On demand	593		Saturday, 22nd, 8.00 A.M.
SOVEREIGN, Bank's Buying Rate	\$10.07		Registration, 10.00 A.M.
GOLD LEAF, 100 fine, per tael	\$82.25		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
BAR SILVER, per oz.	27.1		Papers, 10.30 A.M.
OPIUM.			Letters, 11.00 A.M.
13th June.			Tuesday, 18th, 3.00 P.M.
Quotations are:— Allow 'em net to 1 catty.			Thursday, 20th, 11.00 A.M.
Malwa New ... \$820 to \$840 per picul.			Friday, 21st, 4.00 P.M.
Malwa Old ... \$860 to \$870 "			Saturday, 22nd, 8.00 A.M.
P. P. per-wrapped ... \$830 to —			Registration, 10.00 A.M.
Persian fine quality ... \$850 to —			(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Persian extra fine ... to —			Papers, 10.30 A.M.
Patna New ... \$990 to — per chintz.			Letters, 11.00 A.M.
Patna Old ... \$972 to —			Tuesday, 18th, 3.00 P.M.
Banaras New ... \$957 to —			Thursday, 20th, 11.00 A.M.
Banaras Old ... \$950 to —			Friday, 21st, 4.00 P.M.
VESSELS EXPECTED.			Saturday, 22nd, 8.00 A.M.
THE FRENCH MAIL.			Registration, 10.00 A.M.
The M. M. str. <i>Solazie</i> , with the next French mail, left Saigon on the 13th inst., at 11 a.m., for this port, and is due here on the 16th inst.			(Registration, with late fee of 10 cents, up to 10.45 A.M.)
THE INDIAN MAIL.			Papers, 10.30 A.M.
The Indo-China steamer <i>Kunmang</i> , from Calcutta and the Straits, left Singapore for this port on the 12th inst., at 5 p.m.			Letters, 11.00 A.M.
THE CANADIAN MAIL.			Tuesday, 18th, 3.00 P.M.
The C.P.R. steamer <i>Empress of India</i> arrived at Koko, at 3.30 p.m., on Tuesday, the 11th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive on the 14th inst., at 3 p.m.			Thursday, 20th, 11.00 A.M.
THE AMERICAN MAIL.			Friday, 21st, 4.00 P.M.
The O. & O. steamer <i>Coptic</i> , with mails, &c., from San Francisco to the 21st inst., via Honolulu, has arrived at Yokohama, and left for this port on the 11th inst., a.m., via Inland Sea, Koko, Nagasaki and Shanghai, on the 20th inst.			Saturday, 22nd, 8.00 A.M.
The T. K. steamer <i>America Maru</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Koko, Nagasaki and Shanghai, on the 20th inst.			Registration, 10.00 A.M.
The P. M. steamer <i>City of Peking</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Koko, Nagasaki and Shanghai, on the 6th inst.			(Registration, with late fee of 10 cents, up to 10.45 A.M.)
MERCHANT STEAMERS.			Papers, 10.30 A.M.
The N. Y. K. steamer <i>Kagoshima Maru</i> (Bombay Line) left Singapore for this port on the 8th inst., and is expected to arrive here on the 14th inst.			Letters, 11.00 A.M.
The N. L. steamer <i>Wurzburg</i> , from Hamburg, left Singapore for this port on the 9th inst., and may be expected here on or about the 15th inst.			Tuesday, 18th, 3.00 P.M.
The O. S. S. steamer <i>Atenches</i> left Singapore on the 10th inst., a.m., and is due in Hongkong on the 15th inst., a.m.			Thursday, 20th, 11.00 A.M.

## VESSELS EXPECTED.

## THE FRENCH MAIL.

The M. M. str. *Solazie*, with the next French mail, left Saigon on the 13th inst., at 11 a.m., for this port, and is due here on the 16th inst.

## THE INDIAN MAIL.

The Indo-China steamer *Kunmang*, from Calcutta and the Straits, left Singapore for this port on the 12th inst., at 5 p.m.

## THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* arrived at Koko, at 3.30 p.m., on Tuesday, the 11th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive on the 14th inst., at 3 p.m.

## THE AMERICAN MAIL.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, has arrived at Yokohama, and left for this port on the 11th inst., a.m., via Inland Sea, Koko, Nagasaki and Shanghai, on the 20th inst.

The T. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Koko, Nagasaki and Shanghai, on the 20th inst.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Koko, Nagasaki and Shanghai, on the 6th inst.

The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 8th inst., and is expected to arrive here on the 14th inst.

The N. L. steamer *Wurzburg*, from Hamburg, left Singapore for this port on the 9th inst., and may be expected here on or about the 15th inst.

The O. S. S. steamer *Atenches* left Singapore on the 10th inst., a.m., and is due in Hongkong on the 15th inst., a.m.

## MERCHANT STEAMERS.

The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 8th inst., and is expected to arrive here on the 14th inst.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.	VISITORS AT HOTELS.
Banks—			HONGKONG HOTEL.
Hongkong & Shantou	\$125	—10/- buyer	Mr. & Mrs. E. Johnson Mr. & Mrs. J. N. Jordan, Jr. Mr. H. Arnold Mr. D. And
China & Japan, Ordry	\$1	Lidlo, 20/-	Mr. W. S. Bailey Mr. & Mrs. O. M. D. Ball
Do. deferred	\$1	25/-	David Benjamin Mr. F. G. Basinger Mr. Black
Natl. Bank of China	\$2	27 buyers	Licut Brandreth, E.N. Mrs. Brundrett
H. M. Maru	\$2	35 sellers	Mr. & Mrs. O. Kato Mr. E. Kito
Huileung	\$1	31.10	Mr. & Mrs. E. Johnson Mr. & Mrs. J. C. Brooks Mr. J. Brown
Hongkong	\$10	200 buyers	Mr. & Mrs. W. M. L. E. Brown
Asbestos Co. E.A.	\$10	200 buyers	Mr. & Mrs. W. M. L. E. Brown
China-Korea Co. Ltd.	\$10	200 buyers	Mr. & Mrs. W. M. L. E. Brown
China Light and Power Co., Ltd.	\$20	200 buyers	Mr. & Mrs. W. M. L. E. Brown
China Prov. L. & M.	\$10	200 buyers	Mr. & Mrs. W. M.<br